

C. W. McLEAN & W. M. ELTON.  
 Improvement in Dumping-Cars.

No. 128,744.

Patented July 9, 1872.

Fig. 1.

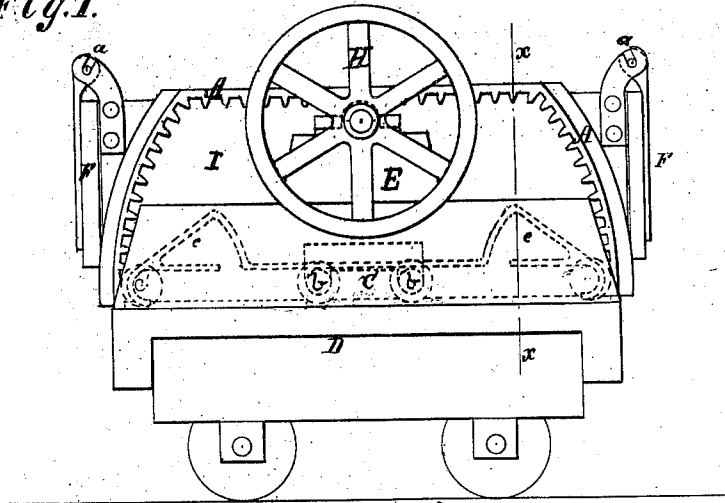


Fig. 2.

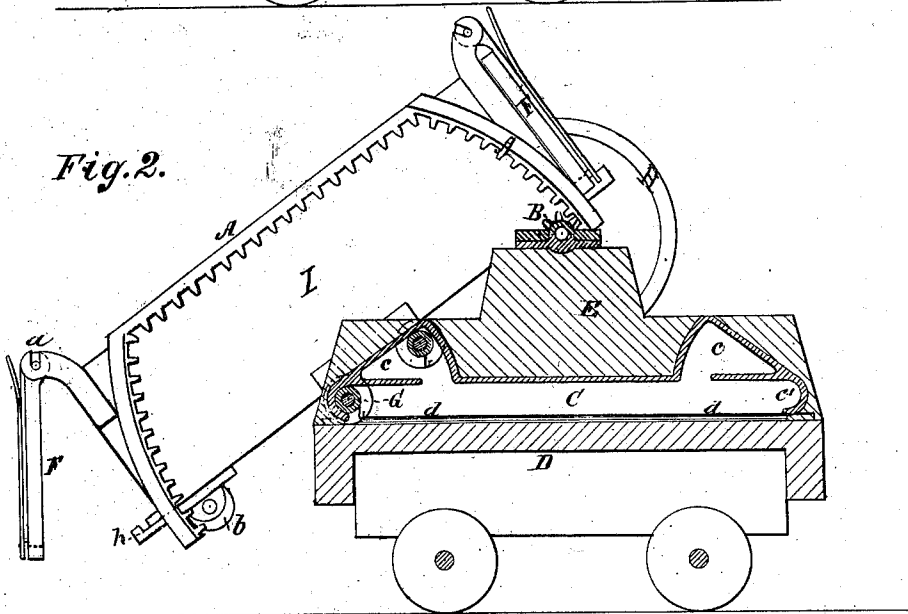
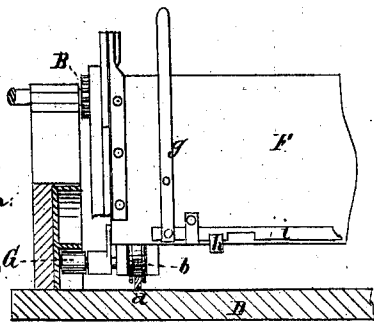


Fig. 3.

Witnesses:  
 C. Matthews  
 C. W. Swathin.



Inventors  
 Christopher W. McLean  
 William M. Elton.

by A. F. James,  
 Their atty.

# UNITED STATES PATENT OFFICE.

CHRISTOPHER W. McLEAN, OF NEW BERNE, NORTH CAROLINA, AND WILLIAM M. ELTON, OF BROOKLYN, NEW YORK, ASSIGNORS TO JAY F. DARROW, OF NEW YORK, N. Y., AND ANN R. C. McLEAN, OF NEW BERNE, NORTH CAROLINA.

## IMPROVEMENT IN DUMPING-CARS.

Specification forming part of Letters Patent No. 128,744, dated July 9, 1872.

*To all whom it may concern:*

Be it known that we, CHRISTOPHER W. McLEAN, of the city of New Berne and State of North Carolina, and WILLIAM M. ELTON, of the city of Brooklyn and State of New York, have made jointly a new and useful Improvement in Railway Dumping-Cars; and we do hereby declare the following to be a true and correct description of the construction and operation of the same, reference being had to the drawing hereunto attached making part and parcel of this our specification.

The nature and object of this invention is so to construct a dumping-car, arranged and applied to a platform-car, as that the coal, ore, grain, or other material can be dumped, discharged, or deposited on either side of the railway-track, as may be desired, by means of certain wheels and ratchets attached to the same dumping-car, and to retain such car, while discharging its load, upon the platform-car by means of certain guides and grooves; also, in the arrangement and construction of the adjustable sides of such dumping-car, so that they can be released and fastened with ease and great certainty.

In the drawing, Figure 1 represents an end view of my invention; Fig. 2, a cross-section of same taken in line *x x*, Fig. 1. Fig. 3 shows the relation of the end board of the dumping-car and the means of operating the same.

D represents the platform of a car, upon which the dumping apparatus is placed. E E are head-blocks or supports for the axle of the hand-wheel H and cog wheels B. The latter engages with the ratchet or gear A upon the ends of the dumping-car, as seen in Fig. 2. The ratchet or gear A may be made in one or more pieces, as desired. The dumping-car I is supported on the grooved wheels *b b b*, resting upon the rails *d d* upon the platform D. The two central wheels upon the car have a prolongation of the axle to admit the placing and adjustment thereupon of the friction-wheels G G. These friction-wheels

are so constructed as to run in, and are guided by, the metallic grooves C C, which are firmly secured to the head-blocks E E. These grooves at either end contain the recesses *c c* and the hooked flanges *c' c'*.

The material or load contained in the car can be dumped on either side of the track by operating the hand-wheels H, and when the central wheels of the dumping-car reach the position shown in Fig. 2, one of the wheels is forced within the hooked flange *c'*, while the other wheel is raised within the recess *c*, as seen in same figure. By this arrangement the dumping-car is securely held upon the platform, while sufficient inclination is given it to discharge its load.

The dumping-car has two adjustable side-boards, F, hinged by open joints at *a*, and secured in position by means of the lever *g*, bar or rod *i*, and stop *h*, the latter being fastened to the under side of the bottom of the dumping-car, and projecting beyond the same a sufficient distance to receive in a slot formed upon it the rod or bar *i*. That firmly locks the end board; the locking and unlocking of the same being controlled by the backward or forward movement of the lever *g*.

What we claim as our invention, and desire to secure by Letters Patent, is—

1. The construction and arrangement and combination of the gear-wheels B B, ratchet-bars A A with the grooved plates C C, in the manner and for the purpose herein described.
2. The combination of the grooved plates C C with the upright supports E E, in the manner and for the purpose herein set forth.
3. The within-described construction and arrangement of the grooved plates C C, having grooves *c c*, so as to admit of the end of the dumping-car being raised within the same and retained therein by means of the hooked flanges *c' c'*, in the manner and for the purpose herein described.
4. The loose and detachable hinges *a a*, combined with the end pieces F F of a dumping-

car, and secured or locked by means of the lever *g g*, rods *i i*, and stops *h h*, in the manner and for the purpose herein set forth.

5. The combination and arrangement of the wheels *b b*, supported by their axles, when the latter is prolonged upon the outer side, to admit the placing thereupon the friction-wheels *G G*, when the same is combined with the grooves *C C* and the rails *d d*, in the manner and for the purpose herein described.

6. The construction and arrangement of a dumping-car, operated, discharged, and con-

trolled as herein described, with the platform of a railway-car, for the purposes herein set forth.

CHRISTOPHER W. McLEAN.  
WM. M. ELTON.

Witnesses to signature of McLEAN:

B. LEWIS BLACKFORD,  
B. F. JAMES.

Witnesses to signature of ELTON:

ISAAC WYMAN,  
JOHN E. BENDIX.